BookletChart™

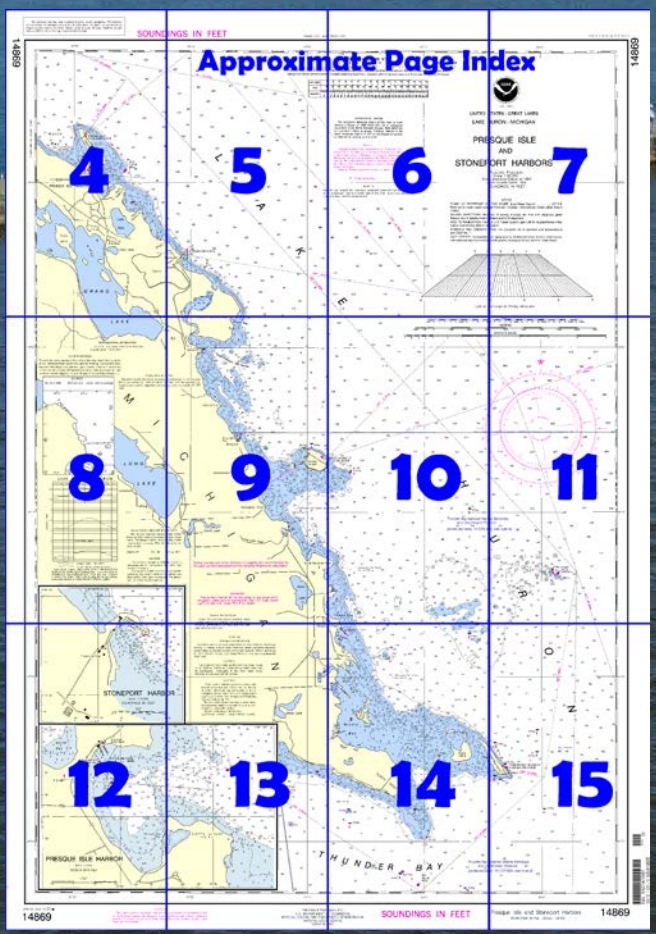
Presque Isle and Stoneport Harbors

NOAA Chart 14869

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14869.

(Selected Excerpts from Coast Pilot)
From North Point, the broken shoreline, low and wooded, stretches generally north-northwest for 25 miles to Presque Isle. This stretch has numerous off-lying islands and detached shoals.
Thunder Bay Island, 3 miles east-northeast of North Point, is the outermost of a group of islands connected to shore by a shallow bank with numerous rocks, submerged and awash. **Thunder Bay Island Light** (45°02.2'N., 83°11.7'W.), 63 feet above the water, is shown from a white conical tower with attached dwelling on the southeast shore of the island. A shoal with depths of 2 feet extends 0.2 mile SE from the island. Deep-draft vessels should not pass inside Thunder Bay Island. The east side of the island is deep-to. A wreck, covered 43 feet, is 13.6 miles east-southeast of Thunder Bay Island Light.
Sugar Island, just west of Thunder Bay Island, is 2 miles northeast of North Point. **Gull Island** is just north of Sugar Island. The passage between Sugar Island and North Point should only be used by small craft with local knowledge, because a rocky ledge makes out from the north side of the point almost to the island.
Between Sugar Island and Thunder Bay Island is a small area of shelter from northwest, northeast, and east winds with good holding ground in 6 to 10 feet. Entrance to this area is from South; it is unsafe to enter from N because of a shoal and small islet between the northwest end of Thunder Bay Island and Gull Island. The holding ground south of Sugar Island and southwest of Thunder Bay Island is not good, rock and stone bottom.
Misery Bay is a bight between the north side of North Point and **Potter Point** (45°05.6'N., 83°18.2'W.), 3 miles north-northwest. The bay is extremely shoal and filled with rocks and islands.
From Potter Point north-northwest for 7 miles to abreast Middle Island, the shoreline is irregular and shallow water extends generally less than 0.7 mile offshore. A boulder, covered 13 feet, is about 1 mile east of Potter Point. Submerged net stakes are 1 to 2 miles offshore. **Stonycroft Point**, 1 mile north of Potter Point, is marked by a private light. Three piers and a launching ramp are on the south side of the point.
A large boulder bank with least depths of 22 to 24 feet is from 3 to 7.7 miles northeast of Potter Point. The shoal is in the path of through traffic and is a danger to deep-draft vessels, especially during heavy weather. Submerged wrecks are near the northeast extremity of the bank. A lighted buoy with a racon 0.2 mile east-southeast of the wreck marks the northeast extremity of the bank.
Middle Island is about 1.5 miles offshore about 6.5 miles north of Potter Point. **Middle Island Light**(45°11.6'N., 83°19.3'W.), 78 feet above the water, is shown from a white conical tower, orange bands in middle, with detached dwelling on the east side of the island. The island is surrounded on all but the northeast side by flats with depths less than 6 feet that extend about 0.2 mile off. A 5-foot shoal is about midway between the island and the mainland, and there are other patches with depths 9 to 12 feet. Passage through this area is not recommended without local knowledge. A small ledge with rocks that uncover is 0.6 mile southeast of Middle Island. A lighted buoy is off the east side of the ledge and marks the east extent of the shallows surrounding Middle Island.
There is anchorage southwest of Middle Island with protection from south through west to northeast winds in fair holding ground, clay and boulder bottom. Northwest of the island there is protection from southeast winds in good holding ground, mud and sand bottom. When using these anchorages, give the island sufficient berth to avoid the surrounding flats.
Rockport, MI, about 2.4 miles west-northwest of Middle Island, is a small private harbor used primarily by sport fishermen. A small point of land protects the harbor on the east. The submerged remains of a former sand and gravel breakwater extend 500 feet north from the point. The area is very shoal and should be avoided. The pier and detached cribs of a former limestone loading dock are in the harbor. The inner crib is marked by a private light. The outer crib is in ruins and submerged. A basin southeast of the pier has a natural launching ramp.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

Ⓟ Pump-out facilities

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Alpena, MI KIG - 83 162.55 MHz

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and is considered equivalent to the World Geodetic System 1984 (WGS 84) for practical plotting purposes. Positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

CAUTION

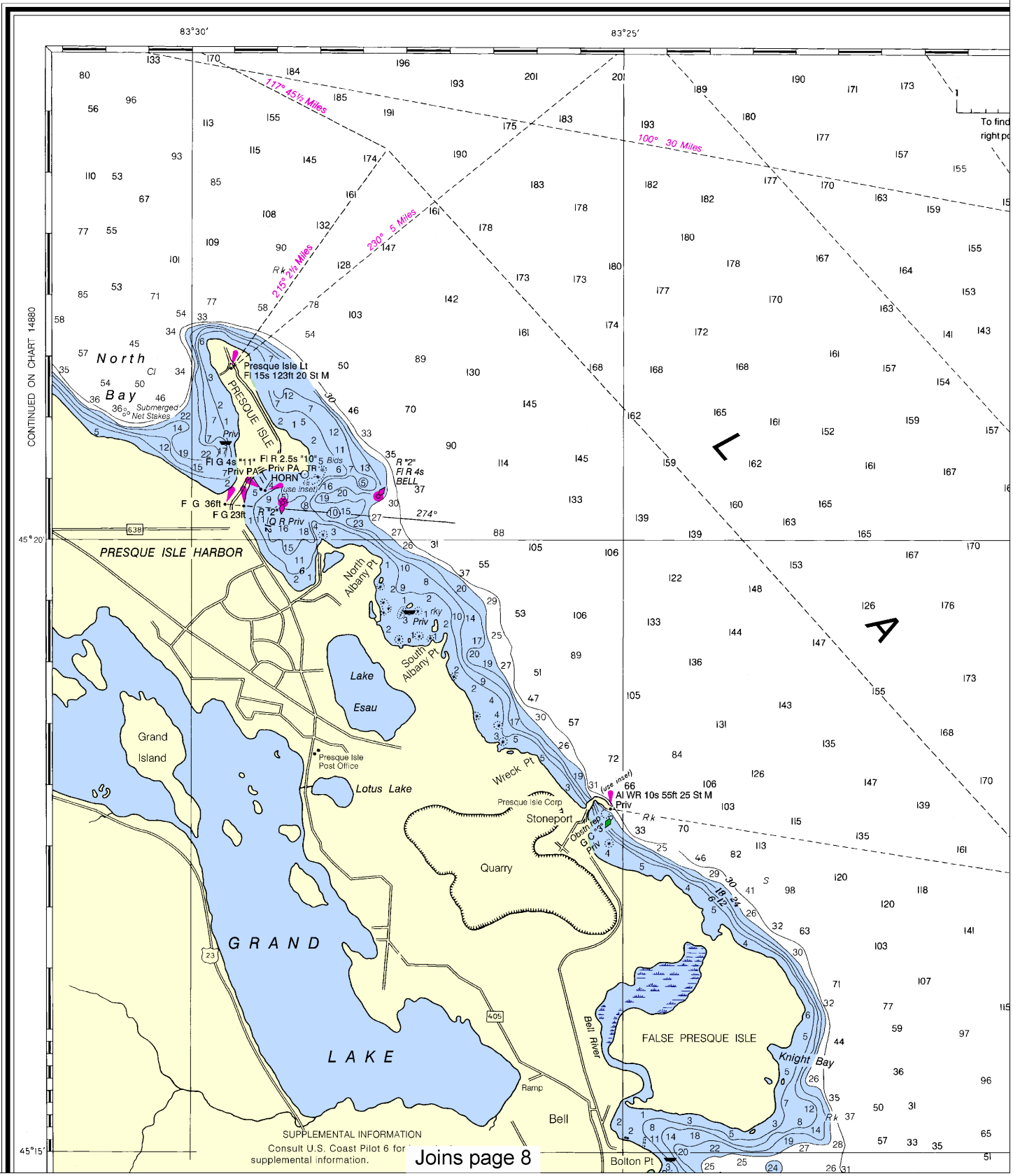
POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental

14869

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SOUNDINGS IN FEET



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000

Nautical Miles: 1 ½ 0 1 2 3 4 5

Yards: 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.

Formerly LS 537, 1st Ed., 1860 KAPP 1330

83°20′ 83°15′ 83°10′

240

LOGARITHMIC SPEED SCALE

2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

nd SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

HORIZONTAL DATUM

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318° 16½ Miles

325° 60 Miles

098° 18 Miles

136° 23½ Miles

M S P

K

E

NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

U.S. DEPARTMENT OF COMMERCE

COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

PRESQUE ISLE AND STONEPORT HARBORS

Polyconic Projection
Scale 1:60,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

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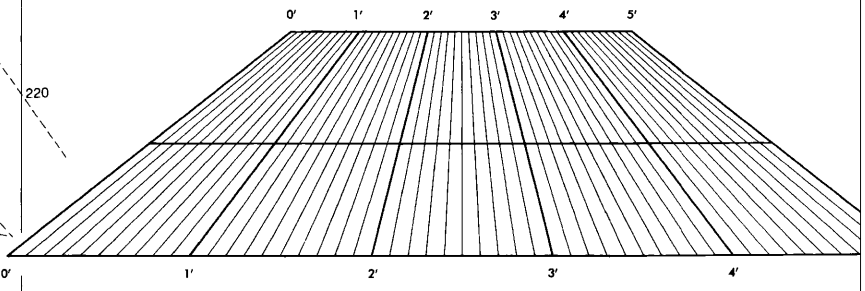

Latitude and Longitude Plotting Interpolator

FEET

METERS

STATUTE MILES

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:80000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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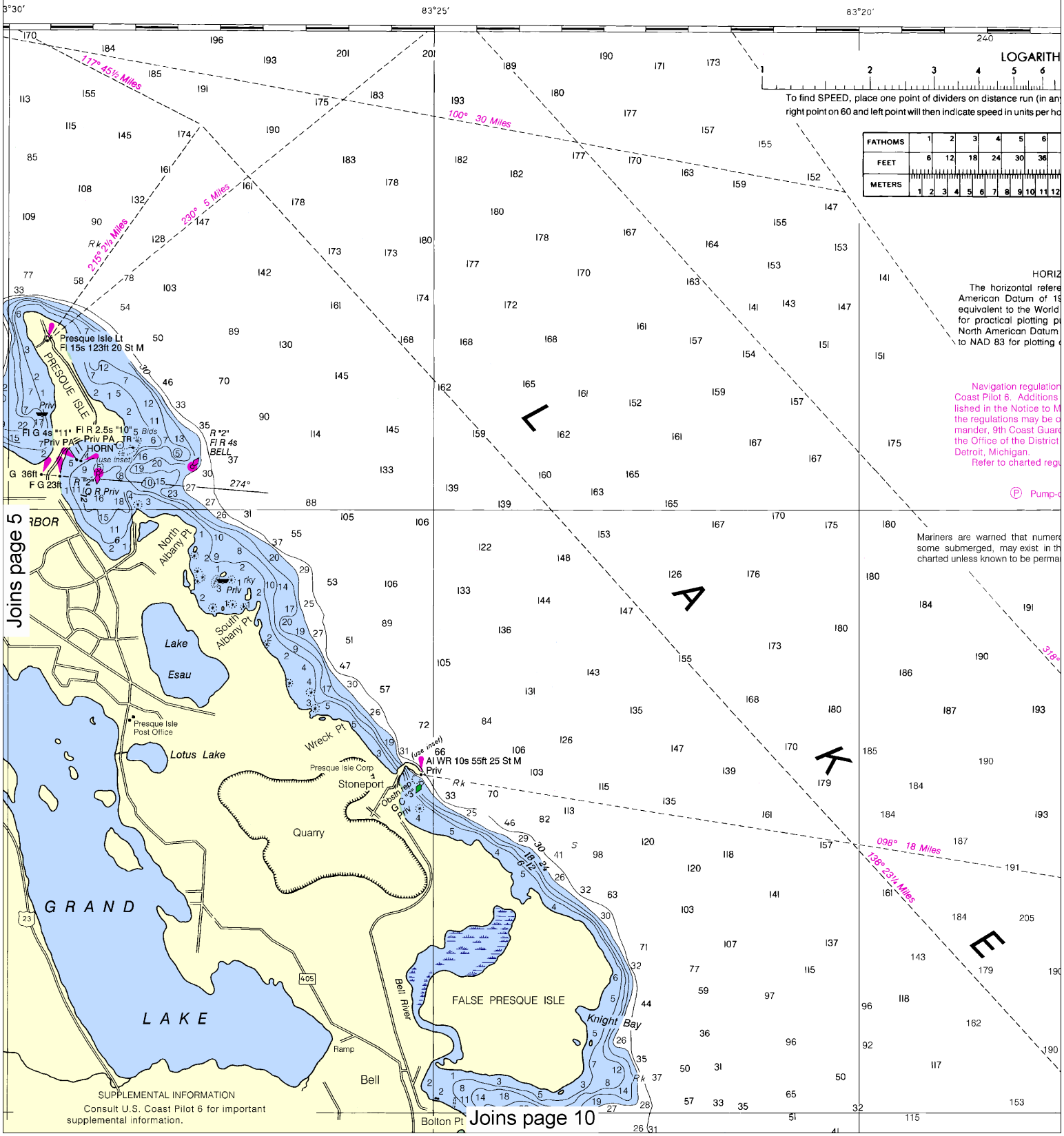
SOUNDINGS IN FEET

Formerly LS 537, 1st Ed., 1860 KAPP 1330



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000

Nautical Miles

Yards

See Note on page 5.

14869

83°15′ 83°10′

HMIC SPEED SCALE

7 8 9 10 15 20 25 30 40 50 60

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7 8 9 10 11 12 13 14 15 16 17
42 48 54 60 66 72 78 84 90 96 102
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

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NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

PRESQUE ISLE
AND
STONEPORT HARBORS

Polyconic Projection
Scale 1:60,000
North American Datum of 1983
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SOUNDINGS IN FEET

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45°20′

190 204 229
189 196 212
195 197 225
193 MSP 195 206
194 194 220
191 191 207
196 198
90 193
196
196
186
189 189
191 193 225 250

325° - 60 Miles
16½ Miles

0′ 1′ 2′ 3′ 4′ 5′

Latitude and Longitude Plotting Interpolator

FEET
1000 0 1 2 3 4 5000 6 7 8 9 10000 11 12 13 14 15000 16 17 18 19 20000 21 22 23 24 25000 26 27000

METERS
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000

STATUTE MILES
1 ½ ½ ¼ 0 .5 1 2 3 4 5 6

Joins page 11

45°15′

374 375 373

Joins page 4

LAKE

405

Ramp

Bell River

Bell

FALSE PRESQUE ISLE

Knight Bay

Bolton Pt

Priv

False Presque Isle Harbor

Ferron Point

Fl 4s 12ft PA

Priv

Rockport

Stakes

Monaghan Point

Devils Lake

Long Lake Creek

45°15'

45°10'

SUPPLEMENTAL INFORMATION

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SOURCE DIAGRAM

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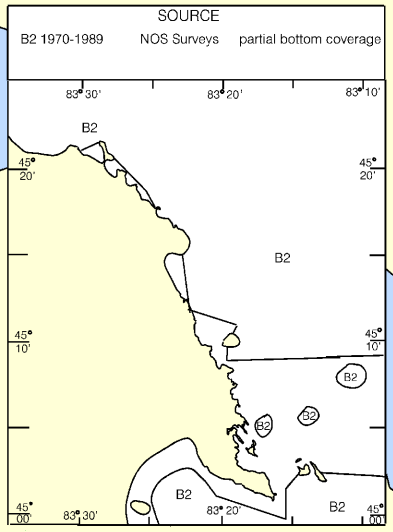

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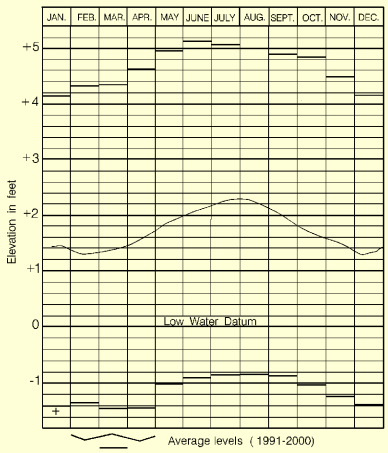
MICHIGAN

LONG LAKE



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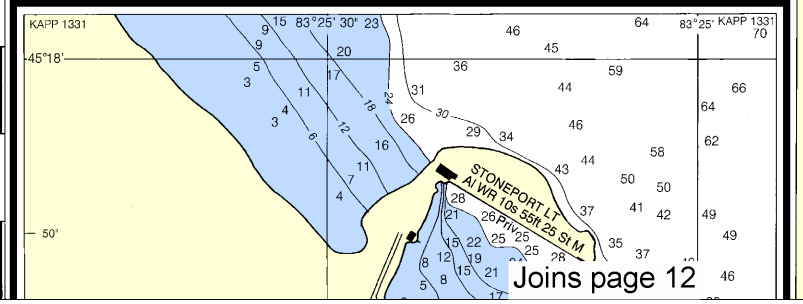

Joins page 12

WARNING

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RADAR REFLECTORS

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CAUTION

POTABLE WATER INTAKE

Note: Chart grid lines are aligned with true north.

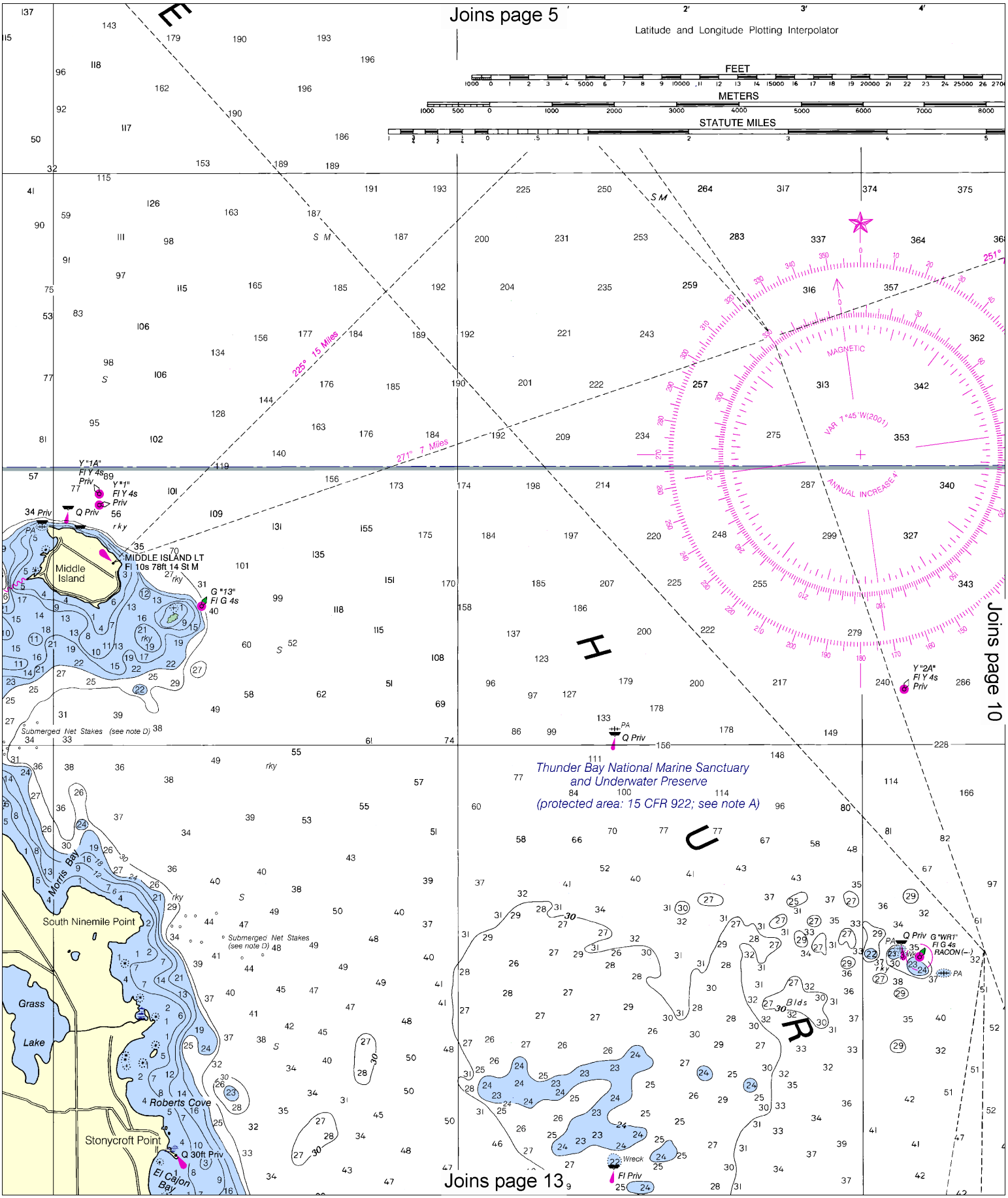
Printed at reduced scale.

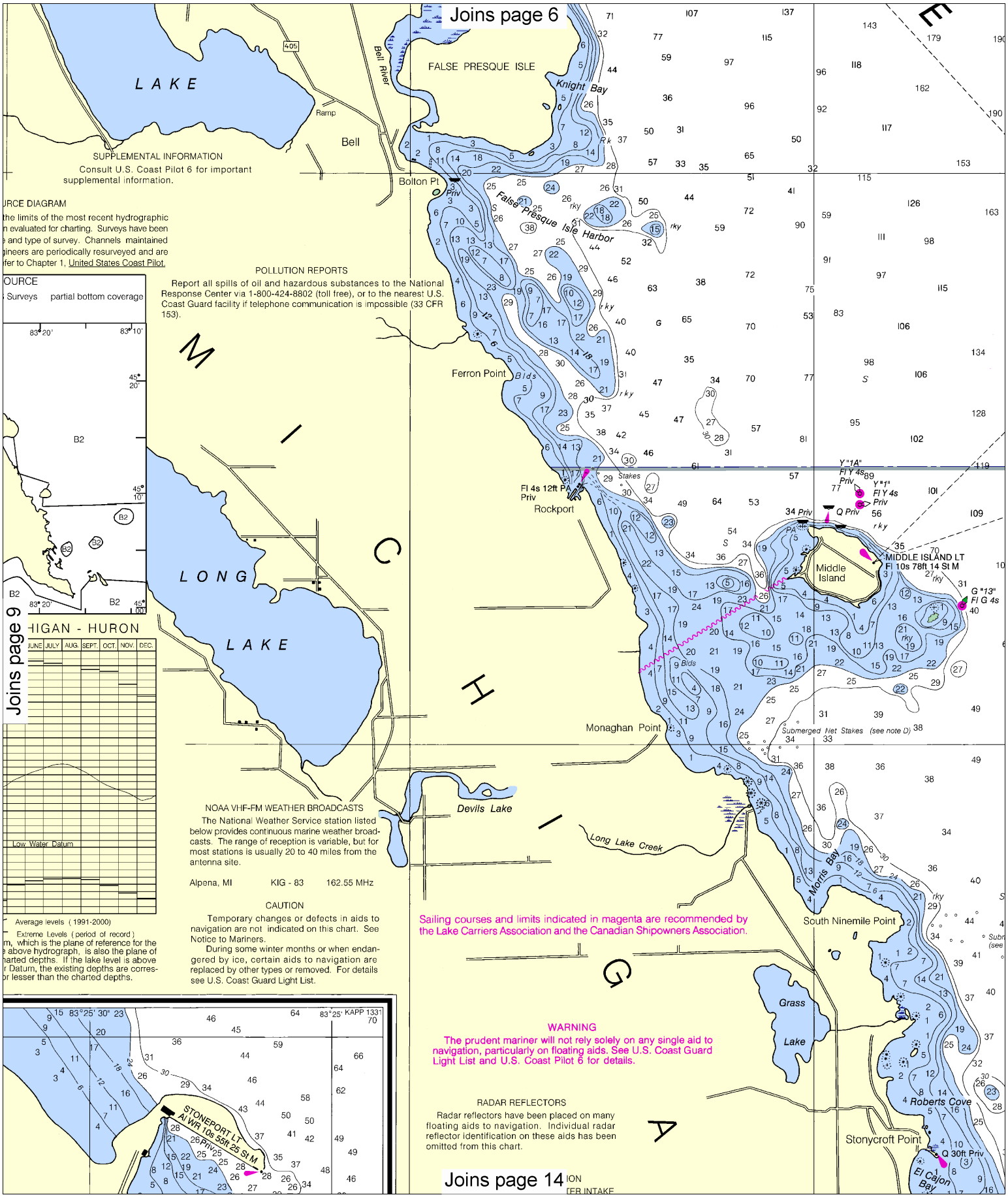
SCALE 1:60,000

Nautical Miles 1 ½ 0 1 2 3 4 5

Yards 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.


Joins page 5
Latitude and Longitude Plotting Interpolator
FEET
METERS
STATUTE MILES
MAGNETIC
VAR 1°45'W(2001)
ANNUAL INCREASE 4'
225° 15 Miles
271° 7 Miles
MIDDLE ISLAND LT
Fl 10s 78ft 14 St M
Middle Island
G "13"
Fl G 4s
Y "1A"
Fl Y 4s
Priv
Y "1"
Fl Y 4s
Priv
Q Priv
Y "2A"
Fl Y 4s
Priv
Submerged Net Stakes (see note D)
Thunder Bay National Marine Sanctuary
and Underwater Preserve
(protected area: 15 CFR 922; see note A)
Morris Bay
South Ninemile Point
Grass Lake
Roberts Cove
Stonycroft Point
El Cajon Bay
Q 30ft Priv
Wreck
Fl Priv
G "WR1"
Fl G 4s
RACON(--)
Blds
Joins page 13
Joins page 10



10

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Printed at reduced scale.

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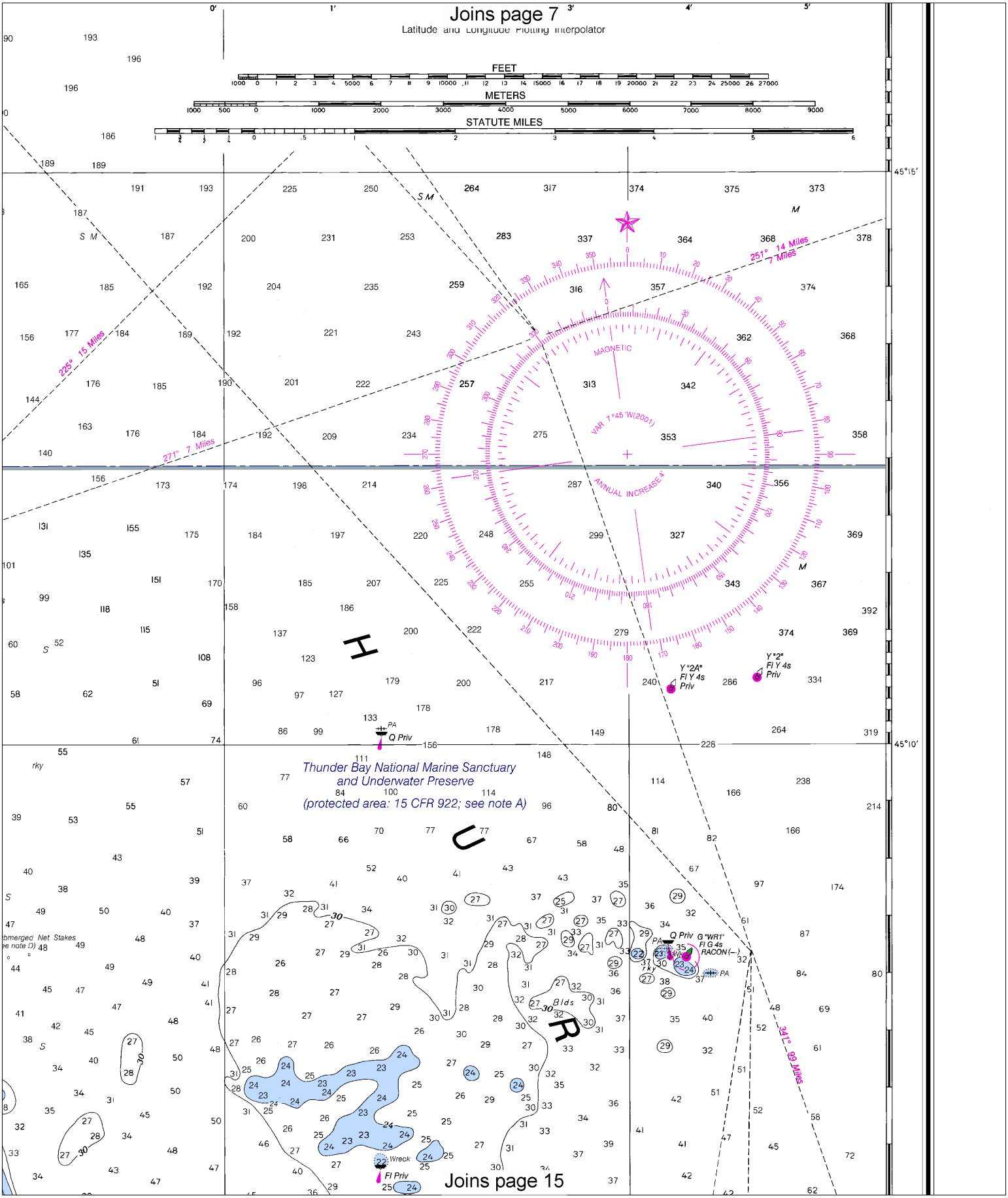
Nautical Miles

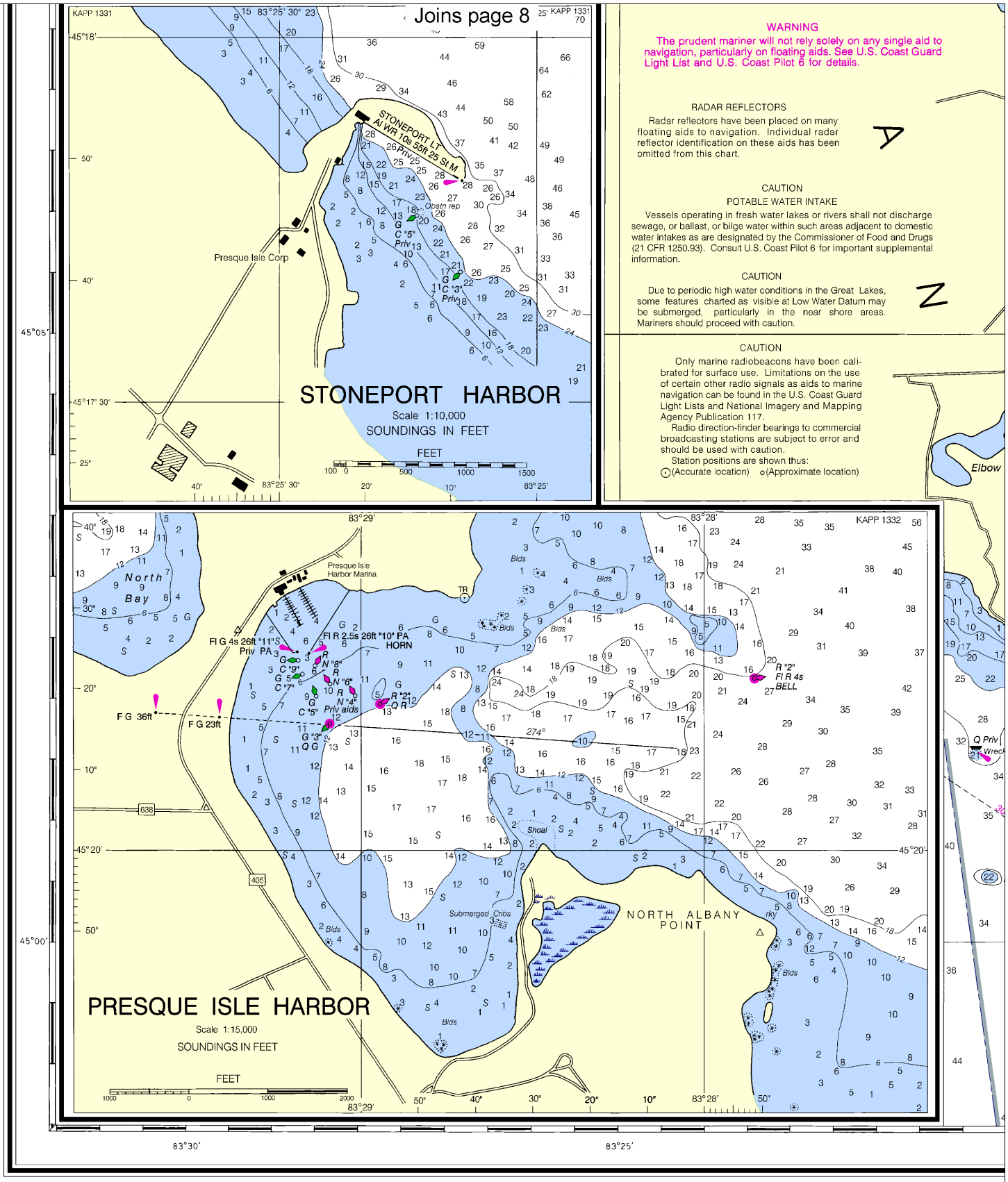
1 ½ 0 1 2 3 4 5

Yards

1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.


Joins page 7
Latitude and Longitude Plotting Interpolator
FEET
METERS
STATUTE MILES
45°15'
45°10'
MAGNETIC
VAR 7°45'W(2001)
ANNUAL INCREASE 4'
225° 15 Miles
271° 7 Miles
251° 14 Miles
7 Miles
341° 99 Miles
Y "2A" Fl Y 4s Priv
Y "2" Fl Y 4s Priv
Q Priv
G "WR1" Fl G 4s RACON (—)
Blds
Wreck
Fl Priv
Thunder Bay National Marine Sanctuary
and Underwater Preserve
(protected area: 15 CFR 922; see note A)
Joins page 15



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Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

26th Ed., Dec. 01/01 ■

14869

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

NATIONAL

Note: Chart grid lines are aligned with true north.

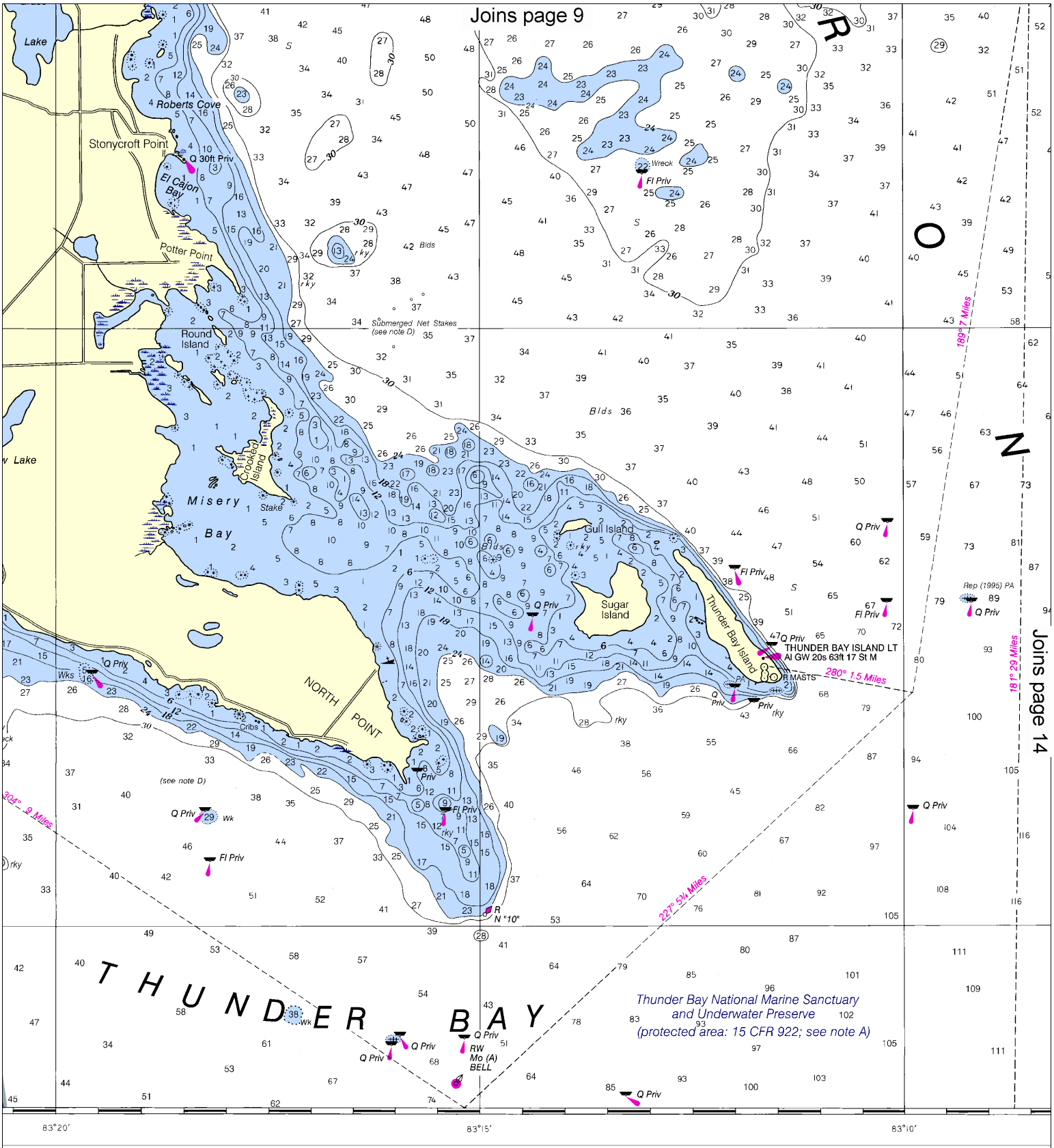
Printed at reduced scale.

SCALE 1:60,000

Nautical Miles: 1 ½ 0 1 2 3 4 5

Yards: 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.

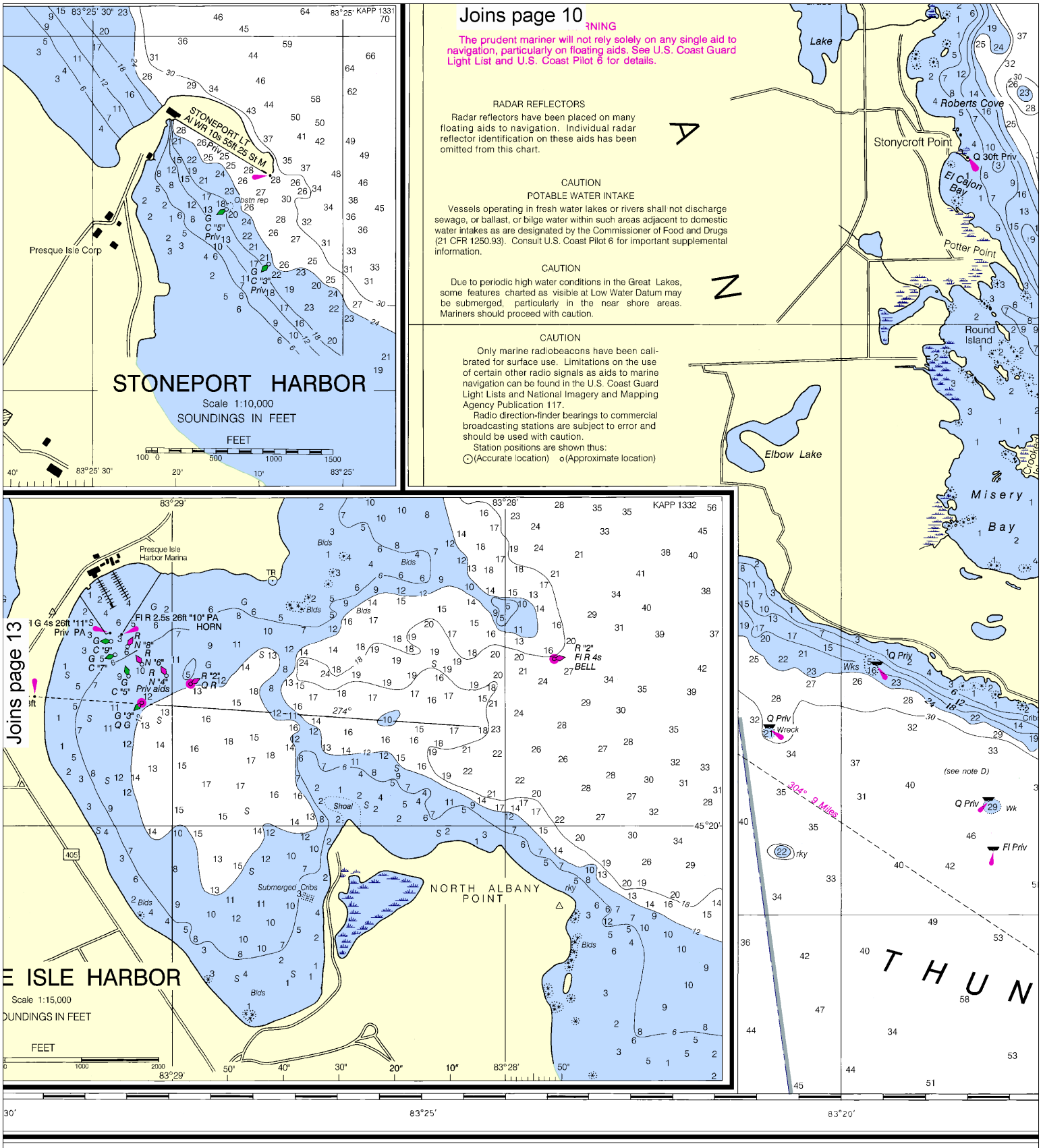


Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
AL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

Presque Isle and Stoneport Harbors

SOUNDINGS IN FEET - SCALE 1:60,000



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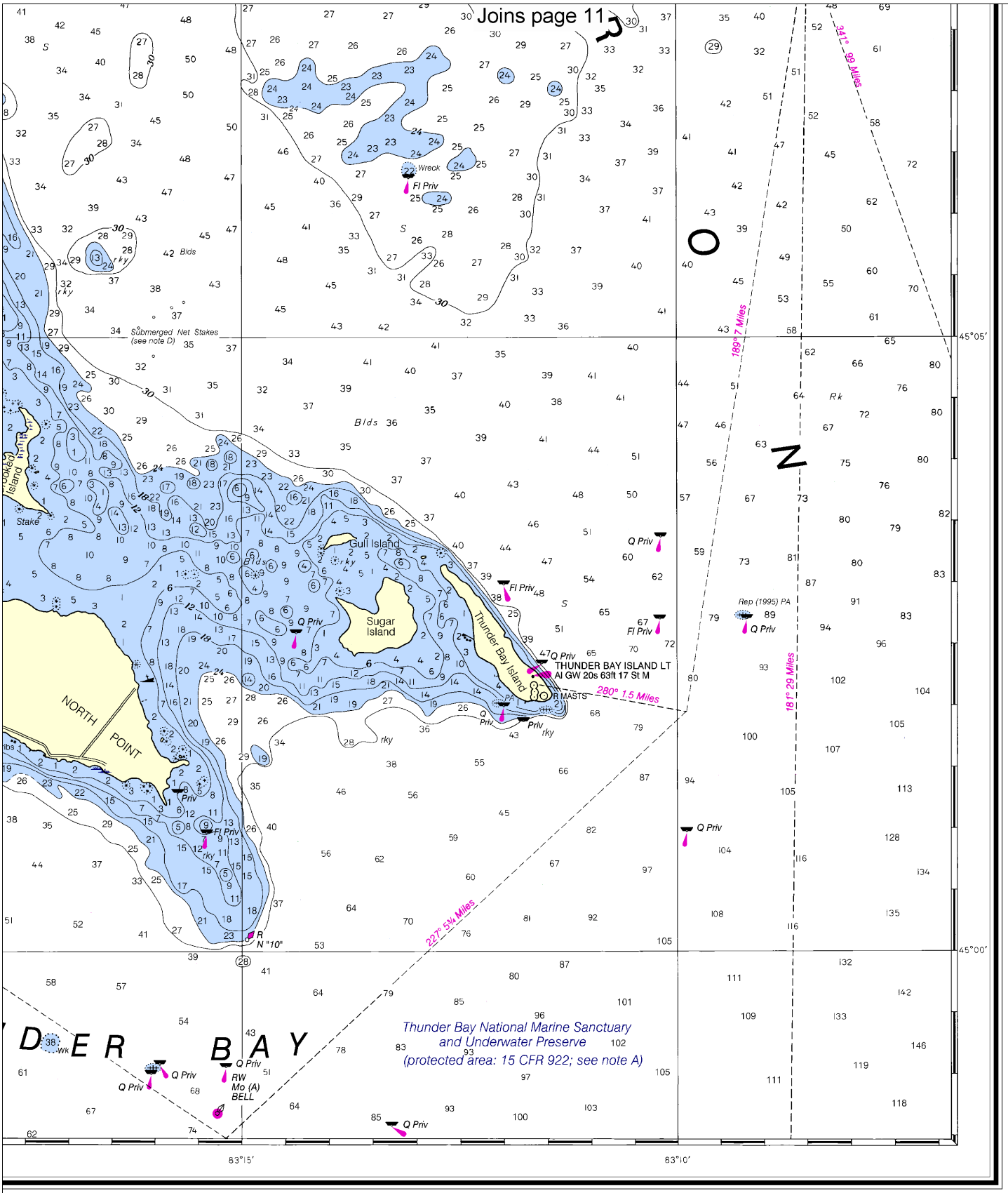
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000
Nautical Miles
1 ½ 0 1 2 3 4 5
Yards
1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.



SOUNDINGS IN FEET

Presque Isle and Stoneport Harbors

SOUNDINGS IN FEET - SCALE 1:60,000

14869

ED. NO. 26

NSN 7642014010681

NIMA REFERENCE NO. 14XHA14869

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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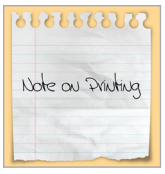

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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